

October 21, 2003 CPC



STAFF'S
REQUEST ANALYSIS
AND
RECOMMENDATION

04TS0128

Cobbs Point, LLC
Point Of Rocks Landing, LLC
and Southbend Landing, LLC
(Cobbs Point)

Bermuda Magisterial District
Western end of Cobbs Point Lane

REQUEST: Tentative plat approval of Cobbs Point, Section 2, with an exception to having more than fifty (50) lots off a single access, as provided by Section 17-76(h)(5).

RECOMMENDATION

Staff recommends denial of the request as submitted because the subdivider has two (2) potential means of access streets through property owned by the subdivider and had failed to demonstrate that the only reason for not complying is financial.

GENERAL INFORMATION

Current Property Owner and Applicants:

Property Owner/Applicants: Cobbs Point, LLC Point Of Rocks Landing, LLC and Southbend Landing, LLC

Location:

This request lies on part of seven (7) parcels totaling 15.03 acres lying at the western end of Cobbs Point Lane. Tax IDs 816-644-0125 and Part of 7343 and 819-643-1283, 1494, 1673, 2397 and 3195 (Sheet 35).

Applicable Cases:

93SN0155 and 02SN0234

Existing Zoning:

Residential (R-9 and R-12)

Number of Lots in Request:

Twenty-two (22) new, sixty-four (64) total lots utilizing one (1) access

Tract Size:

15.03 acres in addition to recorded portion of Cobbs Point

Average Lot Size:

27,361 square feet

Existing Land Use:

Vacant

Adjacent Zoning and Land Use:

North - R-12; Single family residential and vacant
South - A; Single family residential
East - R-9; Single family residential (Cobbs Point Subdivision, Section 1)
West - A; Single family residential and vacant

BACKGROUND

In April 1993, the Board of Supervisors zoned the area of the current Cobbs Point Subdivision. After several tentative approvals, the subdivision was constructed and recorded on January 8, 2001. No stub streets were provided to adjacent parcels because the subdivision contained forty-seven (47) lots off a single access. The Connectivity Policy, as approved by the Planning Commission, would require an access be provided to an adjacent developable parcel. (See Attachment C)

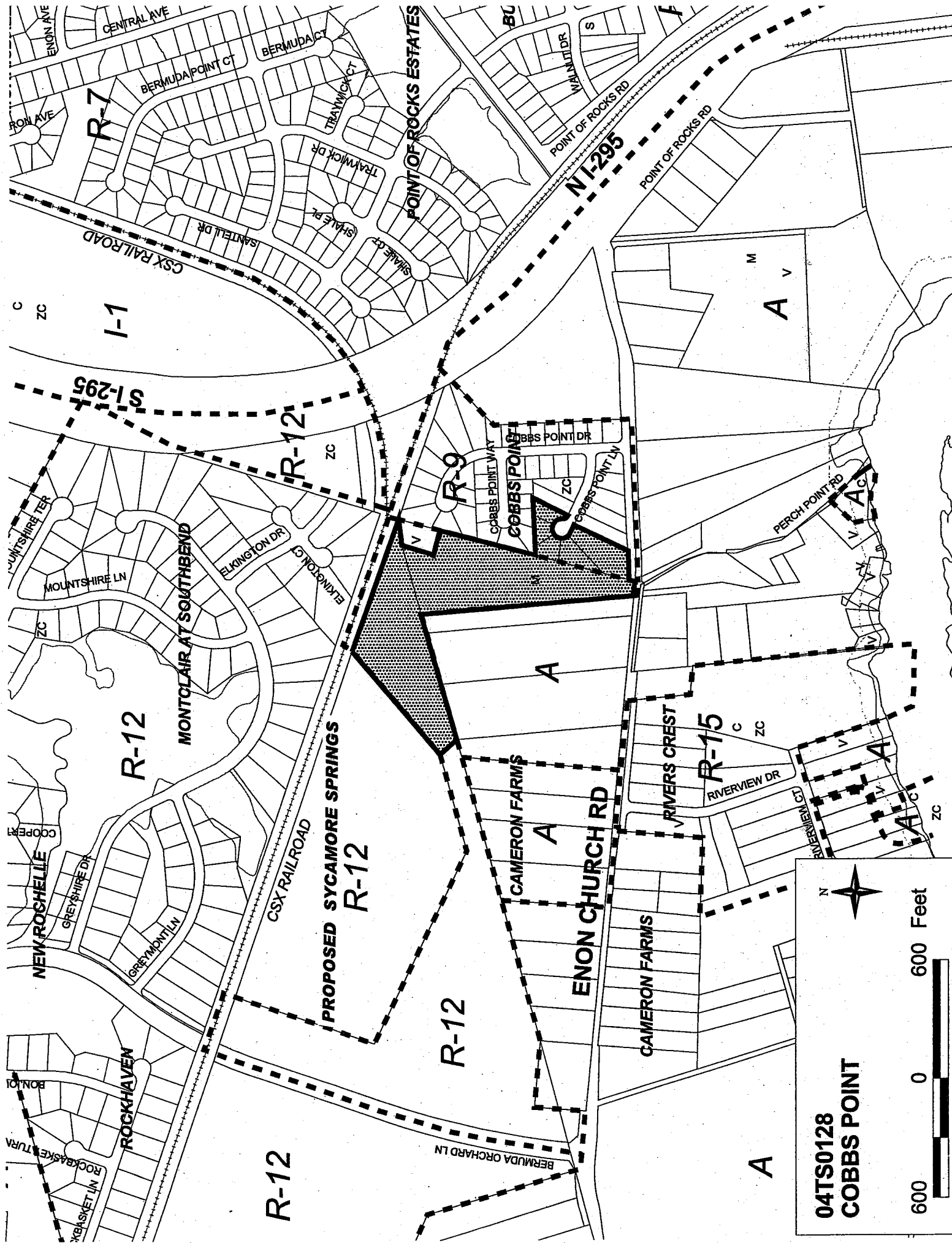
On October 23, 2002, the Board of Supervisors approved R-12 zoning on a 6.7 acre tract on the western border of Cobbs Point Subdivision. The zoning Case 02SN0234 contained a proffer that no direct access would be provided from the property to Enon Church Road. However, the Transportation Department could modify this condition to allow one (1) public road access from the property to Enon Church Road, if the subdivider provided a right turn lane along Enon Church Road

and dedicates any necessary right of way for the road improvements. No relief to the second access requirement was included in the zoning request.

During the review of the zoning case, staff was presented with two (2) alternative plans that demonstrated an ability to comply with the Subdivision Ordinance access requirements. The first plan depicted a connection to Enon Church Road (See Attachment D) and the second showed a connection through property donated as a school site but which would connect to Sycamore Springs, another subdivision being proposed by the same subdivider that is currently under tentative review (See Attachment E). It remains a possibility to connect these two (2) subdivisions across property owned by the subdivider and not involve the County property.

CONCLUSION

Based upon the two alternative layouts that comply with access requirements, it is evident that there is an ability to comply with the access provisions of the Subdivision Ordinance without relief from the Planning Commission and the proposed tentative plat should be denied.



04TS0128
COBBS POINT

[illegible]

CHESTERFIELD COUNTY
RESIDENTIAL SUBDIVISION CONNECTIVITY POLICY

Purpose

The purpose of street interconnectivity shall be to (a) improve public safety response time to residents by providing multiple means of access; (b) reduce travel time and distance between neighborhoods by providing alternative travel paths; (c) maintain an acceptable quality of life in the residential neighborhoods by preventing excessive through traffic on local streets where individual lots have direct access onto the street; and (d) maintain the traffic carrying capacity of arterial and collector streets.

Standards

1. New streets shall be stubbed to undeveloped land unless an evaluation of the adjacent property determines that:
 - (a) the undeveloped property at that location has development constraints such as but not limited to, wetlands, topographic features, size, etc;
 - (b) a through street is not required or desired at that location;
 - (c) the street connection creates a violation of the Planning Commission's Stub Road Policy; or
 - (d) the connection would provide sole access to non-residential property .
2. Streets in new subdivisions shall connect to all adjacent stubs unless the resultant local street pattern would create a traffic count that exceeds the Planning Commission's Stub Road Policy. Connection to a stub street within a subdivision that complies with street access requirements as specified in Section 17-76 (h) of the Subdivision Ordinance may be waived if:
 - (a) there are a sufficient number of other stub streets to adequately disperse the traffic and not cause a concentrated use of any one stub street connection; or
 - (b) the connection to a particular stub will cause a concentrated traffic at that location.
3. Subdivision design shall facilitate interconnectivity within its limits through the layout of the overall street network. The design concept of solely using multiple unconnected cul de sacs shall be evaluated and approved based upon circulation, topographic and environmental constraints.

The following table depicts the recommended guidelines for spacing of through streets to facilitate travel through residential areas. The spacing or frequency of the streets decreases with density so as to provide more alternatives and avoid or reduce the construction of streets in excess of four lanes.

Density	Through Street Spacing *
< 1 du/a	1 1/2 miles in each direction
1.01 – 2 du/a	4,000 to 2,500 feet in each direction **
2.01 – 4 du/a	2,500 to 2,000 feet in each direction **
> 4.01 du/a	Street spacing will be reviewed on a case by case basis

* Through streets include arterial, collector and residential collector streets.

** Spacing between streets decreases proportionally to increase in density.

4. Where street extensions are not required, the subdivider shall construct a system of pedestrian pathways which will facilitate pedestrian travel within and to adjacent development. .

5. The subdivider shall initially install and maintain thorough the life of the project signs(s) on all stub roads. The purpose of such signs shall be to advise the public that the extension of the stub is planned.

Applicability

This policy shall apply to any zoning case filed or any tentative subdivision plat that receives approval after (INSERT DATE). Any property that received zoning or tentative subdivision plat approval prior to the effective date of this policy and has conditions that conflict with provisions of this policy shall be governed by those conditions.

Adopted (INSERT DATE)

**ACCESS
NEEDED**

- 26 LOTS
- ASSUME R-12 ZONING
- SEWER EXTENSION THRU SOUTH BEND
- WATERLINE FROM ENON CHURCH ROAD.

INDEXED
ON
820-642

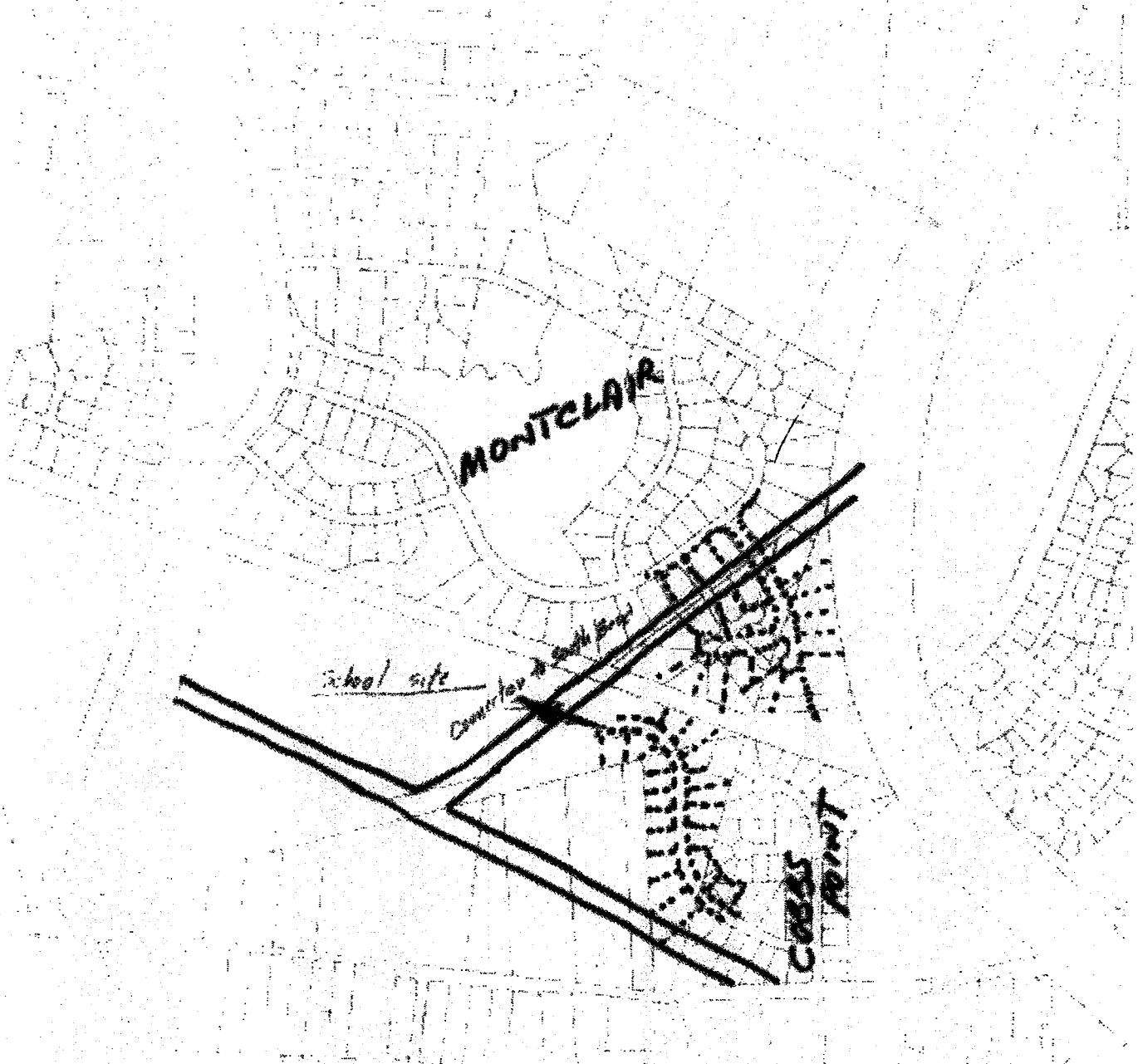
ATTACHMENT D

04TS0128-3



4/14/02

Meeting w/ Collins



- RESUB OF COBBS POINT
- RESUB OF MONTCLAIR
- 50 CFS FLOW 12-02

- CORRECTIONS IN
BELOW DOCUMENT

ATTACHMENT E

04TS0128-4